

Surface Transportation Urban Program (STP-Urban, STP-U)

Statute: Federal Aid: state and local funds: [§84.03](#) **Admin. Rule:** N/A

Program objective:

The objective of the STP-Urban Program is to improve transportation in Wisconsin's federal aid eligible roads and streets in urban areas.

Program eligibility:

Projects must meet federal and state requirements. Counties, towns, cities, villages and certain public authorities located within the urban and urbanized areas are eligible for funding on roads functionally classified as higher than "local". Urban areas with populations of more than 200,000 (Madison and Milwaukee) receive designated funding. Smaller urban areas receive funds with minimal specific pass-through requirements.

Program definition:

Federal funding is provided for a wide range of transportation-related activities, including projects on higher function local roads not on the State Trunk Highway system, and local safety improvements. The program is funded through the federal Transportation Equity Act for the 21st Century (TEA-21).

Program description:

Prior to ISTEA in 1991, the amount of federal highway aid directed to state and local governments was determined through specific appropriations and categorical programs. These programs distributed aid according to clearly defined criteria based on such factors as population and lane mileage of certain functional roads within the government's jurisdiction.

Authorized in 1998, TEA-21 continues the concept of a single, flexible Surface Transportation Program and a new set of planning and decision-making relationships among various levels of government.

Urban areas with populations of more than 200,000 (Madison and Milwaukee) receive designated annual funding. Annual allocations are made to each of the 12 areas with populations 50,000 to 200,000 population. Annual allocations are made to the two groups of urban areas (5-20,000 and 20-50,000 population) based on population. These all have minimal specific pass-through requirements. However, recognizing that these smaller areas face many of the same mobility challenges as Madison and Milwaukee, WisDOT adopted a policy that provided other local governments with the same percentage increase that the state received in federal funding under ISTEA. The distribution policy adopted by WisDOT for counties has resulted in funding that far exceeds the minimum amount required under TEA-21.

Program history:

Federal-aid highway programs that directed funding to local governments before enactment of ISTEA had well-established formulas that allocated funding based on population and mileage criteria. ISTEA eliminated these programs beginning in FY 92 and replaced them with programs that can be used to fund a broader mix of projects.

Application cycle:

WisDOT District Offices solicit STP-Urban projects in spring of the odd numbered years, with the approval in the summer of the odd numbered years. Beginning in 1997, a three-year program was developed for 1999-2000-2001. The 2003-2005 program is currently in effect and WisDOT District Offices are soliciting projects for the 2005-2007 program cycle.

Annual Federal Amount Appropriated: \$44,163,600

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